

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report 25/4/36 When handed in at Local Office 27/4/36 Port of Kobe.
 No. in Survey held at Harima. Date, First Survey 14/4/36 Last Survey 24/4/1936.
 Reg. Book. 19835 on the Steel s/s "AIKOKU MARU". (No. of visits Three.)

TONNAGE: Built at Blyth. By whom Blyth S.B. & D.D. Co. Ltd. When 1920 YEAR. MONTH. 2
 GROSS 3212 Owners Oiye Shoji Kabushiki Kaisha. Owners' Address
 UNDER DK. 2823 Managers Oh. (if not already recorded in Appendix to Register Book).
 NET 1942 Port belonging to Oh.

Surveyed Afloat or in Dry Dock? Both Name of Dock Harima Dock. Destined Voyage
 WB=CellDBorDBa feet; uE&B feet; f feet
 total capacity tons. FPT tons; APT tons; MT feet tons.

N.B.—All alterations in the existing records should be underlined.
 If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 8995 Port Kob

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements)

CHARACTER, & for Special Survey, Date of last Survey and of Periodical Surveys.	Year Assigned	Machinery and Boiler Surveys (including Date of S.S., if any).
*100A1	3.35	*IMC 3.35 TS(OL) 3.35
*Kob.No.3-4.32.		

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report, he is required to state whether he offered his services for this purpose and to whom and why they were declined

Society's Freeboard (if assigned) as painted on Ship and now verified

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR SPECIAL SURVEY 2nd No.1.
NOW DONE:- Vessel placed in dry dock. Hull, bottom, rudder (lifted), stern frame, propeller bracket, and stem cleaned, examined and found or now placed in good condition, afterwards recoated. Holds, fore and after peaks, and chain locker, spaces under bridge, engine and boiler space and coal bunkers cleared for survey, ceiling lifted as required by rules, all fore and aft, all oxidation removed from all parts, and all steel work throughout all parts of the vessel carefully examined and found or now placed in good condition, afterwards recoated. Lining on ship's side removed in way of sidelights and plating in way of same examined and found or now placed in good condition. Ash shoots and plating under same examined and found or now placed in good condition. Double bottom tanks, and fore and after peak tanks examined internally, found or (P.T.O.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

PRESENT CONDITION OF THE		Air and Sounding Pipes		Copper, or Y.M. of Wood Vessels	
Decks <u>Good</u>	State if Tanks have been examined inside <u>Yes</u>	Good	Copper, or Y.M. of Wood Vessels (State if on Belt) When put on, Month <u>Year</u>		
Caulking of Decks <u>"</u>	State if Tanks now tested <u>Yes</u>	"	Boats <u>Good</u>		
Coamings <u>"</u>	Bulkheads <u>Good</u>	"	Masts, Yards, &c. <u>"</u>		
Beams & Fastenings <u>"</u>	Ceiling <u>"</u>	"	Condition, how ascertained <u>From aloft.</u>		
Outside Plating <u>"</u>	Cement <u>W. spots</u> (state which) <u>Good</u>	"	(state if wedges removed) <u>--</u>		
" " in way of sidelights <u>Good</u>	Rudder <u>Good</u>	"	Sails <u>--</u>		
Breasthooks <u>"</u>	Steering gear and its connections <u>"</u>	"	Equipment letter <u>"</u>		
Transoms <u>"</u>	Windlass <u>"</u>	"	Anchors, No. of <u>3B, 1s, 1K.</u>		
Frames <u>"</u>	Have pumps now been examined and found efficient? <u>Yes</u>	"	Chain Locker <u>Good</u>		
Reverse Frames <u>"</u>	Have Sluice Valves now been examined and found efficient? <u>--</u>	"	Cables (state if now ranged) <u>Yes</u>		
Longitudinals <u>"</u>	Have Watertight Doors now been examined and found efficient? <u>Yes</u>	"	" length <u>270 fms.</u> mean diam. <u>1.29-27"</u>		
Transverses <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	"	" (on board) <u>270 fms.</u> size <u>1.15/16"</u>		
Floors <u>Good</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	"	Rule length <u>270 fms.</u> size <u>1.15/16"</u>		
Keelsons <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	"	Hawser & Warps <u>Good</u>		
Stringers <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	"	Standing and Running Rigging <u>"</u>		
Inner Bottom Plating <u>"</u>	Have Ventilators and their Coamings been examined and found efficient? <u>Yes</u>	"			

General Observations, Opinion as to Class, Recommendation, &c.:—
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24 and pEND24, &c."
This vessel is in good condition and eligible, in my opinion, to be continued as classed with fresh record of survey 4,36 and the notation S.S.Kob.2nd No.1-36.

Survey Fee (per Section 29) Yen 305:00 Fees applied for, 24/4/1936
 Special Damage or Repair Fee (if any) ---
 Travelling Expenses (if chargeable) Yen 53:00
 (Including Machinery).
 Second Surveyor's Fee (if any) ---
 Received by me, 19
 Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 26 MAY 1936
 Character Assigned 100A1
S.S. Kob-36
+ Lmb. H. 36
 CERTIFICATE WRITER
 WS67-0142



If so, is the Report sent home, or when will it be sent?

Certificate required if so, to be sent to

now placed in good condition, afterwards recoated and tested with a head of water as required by the rules, and found tight.

Decks, casings, hatchways, hatches, fore and afters, and web plates, tarpaulins, cleats and fastenings, vents with coamings and covers, ceiling, cargo battens, air and sounding pipes, plates under sounding pipes, windlass, steering engine, telemotor control gear, rods, chains, sheaves and hand gear, pumps, W.T. doors, scuppers, skylights, boats, masts (with deck angles) spars, rigging (from aloft) anchors, chain cables (cables ranged) hawsers and warps and general equipment examined and all found or now placed in good condition.

The whole of the rules requirements for S.S.No.1 have now been complied with.

REPAIRS DUE TO WEAR AND TEAR:-

All stern frame gudgeon bushes renewed and locking pintle renewed.

Port side shell plating in way main engine ^{Condenser Cooling} discharge valve box doubled.

2 Hatch beams of Nos.1 & 2 holds renewed.

In No.1 Hold, horizontal stiffener bracket angle to collision bulkhead (1 P & 1 S) renewed.

Boiler room bilge tank side bracket rivetting to main frame (3 P & 2 S) renewed.

In after hold horizontal stiffener bracket to after peak bulkhead (1 P & 1 S) renewed.

One - 15 1/4 fathoms length stud link chain cable now placed on board, marks verified with certificate and found in order. For particulars see the table below.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

ANCHORS.

Number of Certificate.	Anchors.*	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST PER CERTIFICATE.			WEIGHT REQUIRED BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	Cwts.	qrs.	lbs.	Cwts.	qrs.			
	1st Bower ...															
	2nd ,,															
	3rd ,,															
	Collective Weight.															
	Stream															
	Kedge.....															

* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and size per Rule.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Statutory.	Breaking.	Supplied.		Per Rule.		Length.	Diam.			
					Fathoms.	Ins.	Tons.	Cwts.					
1808	15 1/4	2	72	100	31.3	27	30.0	0.0	15 1/4	1 1/2	Stud Link	Sakuma Chain Wks.	21.10.3. O.T.P.H. Y.J.

N.B.—If this Report is copied by Copying Press, special care must be taken that the copying paper is not so much damped as to spread the ink, or to cause it to show through to the other side.

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.